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HONGKONG, 17th May, 1906. [30]

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BIRTH.
On May 17th, at Kowloon, to the Rev. and Mrs. H. MARRY SMITH, a son.

MARRIAGE.
On April 28th, at South U.S.A., Vesta, daughter of the Rev. Thomas Baldwin, D.D., to NORMAN THOMAS SANDERS, of Shanghai.

DEATHS.
On April 17th, at Wyndham, Banchory, N.B., JOHN PETER Bisset, formerly of Shanghai, aged 48 years.
On May 20th, at Shanghai, JENNY ADLER, wife of E. ADLER, aged 27 years.

The Daily Press.

HONGKONG, MAY 28TH, 1906.

SHANGHAI is being confronted with a rather pretty problem, one that has so many sides to it that it is affording excuse for a very entertaining correspondence in the newspapers. The Shanghai Municipal Council, it appears, prosecutes Chinese gamblers with fairly steady enthusiasm, but relaxes the legal pressure during race week because it would then appear so very inconsistent with the doings of the foreigners. Some persons connected with the Young Men's Christian Association have addressed the Council, urging it to do its duty at all seasons, regardless of consequences. "It places us in a very embarrassing position," the Council have replied, refusing, with but two members dissenting, to change their practice. As almost all communities which treat gambling as a criminal matter are or ought to feel similarly embarrassed, the situation has more than merely local interest, even if we overlook the shifts and stratagems of the controversialists. Those who argue that the Council ought to administer its own laws without the least relaxation, because if a thing be unlawful the one day it must still be unlawful the next, because the councillors have no discretionary right to abate it even temporarily, appear to occupy the strongest position. The downright opponents of all gambling

are less in favour, and their friends who are butting the Council would probably rather they kept out of it, as they can do little good by such arguments as: "We, as representatives of Christian countries, in a heathen land are misrepresenting the countries from which we come, for neither the laws of England nor America permit

public gambling on race or any other days. How can the Chinese respect our laws which punish crime at one time and give it full licence at another?" This pleader wound up, "Surely this dark blot should not be left to mar the fair civilisation which we represent." The clever anti-gamblers are quick to recognise that the moral and religious objections to gambling are less easy to sustain, and they, feeling that they have driven the authorities into a tight corner, prefer to remind the public that "the moral and religious side of the question has not been raised." No, though many people do consider that gambling is immoral, they say,

"The question is a purely legal one. Shall the Council suspend for three days the operation of its own laws? Have they the power to do so? From a legal standpoint I hold the Council has no right to make laws for three days which are unlawful the rest of the year. Surely this is an obvious truth. The Council vigorously and strenuously enforces the law with regard to gambling during 357 days of the year; has its police make periodical raids on gambling sheds; complains when the gambling implements are not destroyed, and then suspends the law and allows free and unrestricted gambling within a certain area for the other days of the year? It would be interesting to know the exact boundaries of this three days' legalized gambling district within which the police have instructions not to interfere with gamblers; and whether they are expected to arrest the fellow who has his lantern table or roulette wheel just across the line."

The sporting sympathisers jump to the conclusion that the "once good" are aiming at all gambling, and some of them discuss the ethics of gambling in the forlorn hope of convincing others that it is really not such a naughty thing. They also waste time, we fear, flapping a dead horse. No amount of logic seems able to overcome a prejudice that has so long enjoyed the countenance of the lawmakers. Certainly it cannot be said of all critics of such glaring inconsistency, that "the whole of this foundation appears to be the thin end of the wedge" destined to uproot pony racing and all other sports that carry gambling in their train. There are those who admire justice as an abstract notion, who do not care much either way, but who say: "Be fair. Either stop your gambling in high places, or let the poor people and working men alone. Either impartially enforce or repeal your ordinances." The question is asked by one of the controversialists:

"Why do you consider it incumbent upon yourselves to force us not to gamble? If it is not wrong for us to gamble or race on days on which the Council has no objection, it is not wrong for a Chinese coolie or a Chinese gentleman to decide whether he will risk his money on the 'under' coming up and the 'over' not coming, or vice-versa, the morality or otherwise of the whole thing to my mind seems to be in the problem whether either foreigner or native may, by taking advantage of the permission afforded him to gamble, if he so disposed, be induced or persuaded into such excesses as to cause him to deplete his means to such an extent as will financially embarrass him and prevent him discharging his lawful obligations towards his creditors."

Those points are sufficiently answered by Mr. H. in his chapter on "The limits to the authority of society over the individual," a chapter that might profitably be studied by all makers of laws, by-laws, and ordinances, who have notoriously been too much swayed by the desire to make people good by act of legislature. If gambling by individuals prejudices society, society has a right to restrict it; but British anti-gambling legislation, by aiming at one class only, tacitly admits or implies that the prejudices sought to be removed affect only the gamblers whom it seeks to hinder. In that case a law to prevent men from overeating themselves, an Anti-Glutty Act, would appear as just and equal necessary. Anti-gambling ordinances at Hongkong were in the early days supported by the argument, inter alia, that gambling encouraged dishonesty among servants. Mr. H. says, "with regard to the merely contingent, or, as it may be called, constructive injury which a person causes to society, by conduct which neither violates any specific duty to the public nor occasions perceptible hurt to any assignable individual except himself, the inconvenience is one that society can afford to bear, for the sake of the greater good of human freedom." But domestic theft is a contingent or, as it may be called, constructive injury which a person causes to society, by conduct which neither violates any specific duty to the public nor occasions perceptible hurt to any assignable individual except himself, the inconvenience is one that society can afford to bear, for the sake of the greater good of human freedom." But domestic theft is a contingent or, as it may be called, constructive injury which a person causes to society, by conduct which neither violates any specific duty to the public nor occasions perceptible hurt to any assignable individual except himself, the inconvenience is one that society can afford to bear, for the sake of the greater good of human freedom."

"boy" more honest as a type. Although not quite so glaring a case, this Colony shares with Shanghai the ignominy of working injustice under a Puritan law, as bad as those at which we now smile, yet which once caused honest folk great inconvenience to no end save the increase of hypocrisy.

Nine plague cases, all fatal, were added to the year's list on Saturday at noon, making the total at that time 63 cases.

The new Japanese s.s. *Hatsuhara*, the fourth of five sister boats, was to have been launched at Kawasaki Dockyard, Kobe, on May 21st.

A Chinese firm of stationers at Shanghai is being prosecuted for being concerned with others in thefts of stationery from the H. & S. Bank there.

The Government is calling sealed tenders for the purchase of the privileges of the Opium Farm. The conditions are published in the *Government Gazette*.

It is reported that Sir Claude Macdonald will not return to Tokyo, when he goes home at leave shortly, and that Lord Redesdale will succeed him as British Ambassador.

A correspondent, apparently in some alarm, calls attention to the fact that the Shanghai Chinese have formed a cadet corps, and are drilling foreign style with modern weapons.

A Peking letter states that it is proposed by the Shanghai to start the Bureau for the Registration of Trade Marks in that Board on the 1st day of the 5th moon (22nd June next).

The May Festival at Kowloon School was reported before an appreciative audience on Saturday night, when the pretty dresses and picturesque setting charmed everyone. Miss Eva Ronger was the May Queen.

In the billiard tournament between the Water Police and the Kowloon Cricket Club, just concluded, the police ran out winners by 97 points. There were eight players on each side, the game being 300 up.

H.E. the Governor, under instructions from the Secretary of State for the Colonies, has appointed Mrs. E. Tatcher to be head mistress of the Public School, in place of Mrs. E. A. Batesman, retired.

The Chief Manager of the Hongkong and Shanghai Bank at Hongkong, Mr. J. R. M. Smith, leaves on furlough by the s.s. *Kompass* of China. Mr. H. E. B. Hunter, the present manager of the bank at Shanghai, will relieve him.

The Waiwupu has wired to Viceroy Shum of Canton instructing him, says the *Nanfung-ao*, to amend the Canton-Kowloon railway agreement which he has tentatively made with the British authorities, as it is not entirely satisfactory drawn up.

A piece of ground outside the West Gate of Mukden, measuring about three miles in circumference, has been selected as the international trade settlement. According to a Chinese report, the settlement will be under the exclusive control of the Japanese.

Owing to the showery weather on Saturday the tennis trials which were to have been played off in connection with the Hongkong Cricket Club's tennis tournament, were postponed. This annual match between the Club and the Ladies' Recreation club had to be put off, likewise the prize distribution.

Mr. E. C. Wilks, of Messrs. Wilks and Jack, engineers, who has returned from his inspection to the wrecked steamer *M. Bruce*, has given the opinion that that vessel cannot be raised. He says the Chinese pirates have practically stripped the ship, leaving little more than her hull.

One of today's obituary notices referred to the death of Mr. John Petrie Bisset, ex-Proest of Banchory, and founder of the firm of Messrs. J. P. Bisset & Co., who died on the 17th ult. at his residence, Wyndham, Banchory, N.B. after a long illness. Mr. Bisset went to Shanghai in 1867 and returned home in 1877.

The German transport *Borussia* has left Kiel for Kioochuan with 31 officers and 730 men on board for service on German warships at the Far East. There are also a number of artisans and a forestry expert, whose services will be employed in the development of the Kioochuan Protectorate.

Mr. T. Fitzgerald, of Fitzgerald's Cinema, died on the morning of the 19th of April at the General Hospital, Rangoon, where he had been under treatment for a considerable time. Mr. Daniel Fitzgerald, deceased's brother, died only two months ago, in Australia, where both the Fitzgeralds were well-known as pioneers of the circus business.

The *Nanfungpao* says a majority of the shareholders of the Canton-Hankow Railway are dissatisfied with the manner in which the Board of Trustees has selected and have decided not to recognise them. There is a suspicion of misappropriation of funds. In the absence of satisfactory explanations, it is feared that the construction of the line may be indefinitely delayed.

Tientsin papers state that Sir Robert Borden is the only foreigner who has yet officially congratulated the two Chinese officials on their appointment; that Sir Robert Borden has a reputation whatever of resigning; that the statement that the Chinese bonds have fallen in London is "a pure fabrication," and that changes whatever have taken place in the administration of the Customs.

A number of members of the Reichstag will leave for East Asia in the autumn for the purpose of investigation. The Commission is expected at Kobe on October 7th and at Yokohama on October 9th, after first visiting China and Tientsin. They will leave Japan for home on October 27th by the N.D.L. *Prinzess Alice* or *Prinz Ludwig*.

We gather from the *Hankow Daily News* that the suggestion has been made—that the missionaries interested in the relief subscriptions for the Chinese who are suffering in consequence of the floods have been discriminating in favour of victims who are professing Christians. The suggestion is indignantly denied by a missionary writing on the 18th inst.

The report of the Directors of the Hotel des Colonies, Ltd., Shanghai, for presentation to shareholders at the fourth ordinary general meeting, shows the net profit of the company during the last year to have been \$13,389.10. Deducting £12,000.00 of this for the interim dividend of 4 per cent. already paid, there is a balance left of \$1,389.10 available for division. It is proposed to pay a final dividend of 6 per cent. amounting to \$8,335.44, and carry forward, after paying commissions, the sum of \$4,953.66. These sums represent the equivalent in cash at an exchange of 75.

Mr. William Le Queux, in his newest romance "The Invasion of 1910," prophesies that English civilians will be kindly treated. Following is a copy of an Imperial Decree, in English, posted by unknown agents in various parts of England:

"We, Wilhelm, give notice to the inhabitants of those provinces of England occupied by the German Imperial Army that I make war upon the soldiers, and not upon English civilians. Consequently, it is my wish to give the latter and their property entire security and as long as they do not embark upon hostile enterprises against the German troops they have a right to my protection. Generals Commanding the various corps in the various districts in England are ordered to place before the public the stringent measures which I have ordered to be adopted against towns, villages and persons who act in contradiction to the wishes of war. They are to regulate in the same manner all the operations necessary for the well-being of our troops, to fix the difference between the English and German rate of exchange, and to facilitate in every manner possible the individual transactions between our Army and the inhabitants of England."

WILHELM.
"Given at Potsdam, Sept. 4th, 1910."

POLICE COURT.

Saturday, May 26th.

BEFORE MR. F. A. HARRISON (First Police Magistrate).

THE SHIP STREET ASSAULT.

The application for a re-hearing in the case of the German team in who was committed to goal for one month without the option of a fine for assaulting Constable Taylor in Ship Street was renewed.

Mr. C. F. Dixon of Mr. John Hastings (office) again appeared in support of the application. He said his former application was made under section 96 of the Magistrates' Ordinance, which empowered a magistrate to review his decision or grant a re-hearing upon an application made within seven clear days of the date of that decision, upon such grounds as might seem sufficient. This renewed application was made under section 103 of the same Ordinance, wherein it was stated that any person who felt aggrieved or desired to question any decision or conviction, might, on the grounds that it was erroneous in point of fact, apply for a re-hearing or leave to appeal to the Full Court. The defendant denied assaulting the constable, and evidence would be called which would put a different complexion on the case.

His Worship adjourned the case until Tuesday.

GAMBLERS.

Seven coolies appeared before his Worship, to answer the charge of being keepers of a common gaming house in the Hong Kong Lane, and the remainder with gambling therein.

The defendants were convicted, the keepers each fined \$75 and the players \$5 each.

BEFORE MR. C. D. MELLORNE (Second Police Magistrate).

THE LIQUOR TRAFFIC.

A Chinese hawker was charged with taking samson on board the s.s. *Hongkong* with the intention of selling it to the passengers without obtaining the captain's consent.

He was found guilty and ordered to pay a fine of \$37, in default six weeks' imprisonment with hard labour.

SALE OF CAPTURED STEAMERS.

PUBLIC TENDERS INVITED.

The Japanese Navy Department will offer the "Goto" (late "Sylvanus"), the "Beaton" (late "Venus"), the "Shikoku" (late "Wyndham") and seven other captured steamers for sale by public tender at a date towards the end of the present month.

Tenders will also be invited by the Japanese Navy at an early date for the purchase of vessels sunk during the war at Port Arthur and thereabout. The vessels to be disposed of, just as they lie at the bottom of the sea, include the Japanese dispatch-boat "Miyako," torpedo-boat "Toshin-maru," the Russian cruiser "Boyarin," the torpedo-boat "Yenisei," the gun-boat "Bobri," "Gujak," "Dijik," "Otrajny," "Ernak," seven destroyers, two torpedo-lying steamers, and the Chinese Eastern Railway steamer "Nonni."

TELEGRAMS.

[REUTERS' SERVICE.]

GERMANY.

LONDON, May 24th.

Baron Tschirschky, Minister for Foreign Affairs, speaking in the Reichstag, said that the Government have strong grounds for assuming that German interests would not be affected by any eventual Anglo-Russian understanding in reference to Asia. Referring to the Triple Alliance, he said that the three Governments stood on as firm a basis as ever. The Triple had recently received the most explicit assurance from Italy to that effect. The talk about the weakening of Austro-German relations was equally silly. The Emperor's visit to the Emperor Francis Joseph was in no wise a demonstration against Great Britain or Italy, as there was no cause for such a demonstration.

THE GERMAN BURGOMASTERS IN ENGLAND.

LONDON, May 24th.

The warm speeches of British statesmen during the visit of the Burgomasters are heartily reciprocated by the German Government, and by wide circles of the people.

RUSSIA.

LONDON, May 24th.

An official communication from St. Petersburg says that in view of the continuance of political assassinations, and the consequent public excitement, a full amnesty and the revision or abrogation of exceptional laws is impossible.

LONDON, May 25th.

The Constitutional Democrats have submitted a bill to the Duma for giving the fullest possible freedom to every religion.

CAMBRIDGE UNIVERSITY AND THE CHINESE COMMISSIONERS.

LONDON, May 24th.

Cambridge University has conferred honorary degrees on the Chinese Commissioners now in England.

ENGLAND AND RUSSIA.

LONDON, May 24th.

Sir Edward Grey in the House of Commons said that no agreement exists with Russia, but that there was an increasing tendency between England and Russia to deal in a friendly spirit with questions as they arise, and that this spirit had more than once led to co-operation between the two Powers. He would be glad to encourage this tendency, which would naturally result in a progressive settlement of questions wherein both are interested, and the strengthening of their friendly relations.

THE NATIVE TROUBLE IN NATAL.

LONDON, May 25th.

In view of the serious situation in Zululand, the Imperial troops in Pretoria have been ordered to be in readiness. There has been a practical armistice in Natal for the last few days, while the chiefs have been conferring, but as the agents of Bambata have persuaded them to continue their resistance, the Natalians are now preparing to take a vigorous offensive.

THE CHINESE CUSTOMS.

LONDON, May 25th.

Washington advises that Mr. Rockhill, the United States Minister at Peking, has been instructed to join the British Minister in his action against the Customs edict.

(N.C. Daily News Service.)

FRENCH INTEREST IN THE SOUTH.

Peking, May 21st.

Although France has agreed once to withdraw her troops from Lienchou, Kwangsi, it is now reported that she is willing to evacuate only on condition that China shall consent to the construction of a railway between Lienchou and Kueilin, the capital of the province.

VISCOUNT HAYASHI'S SUCCESSOR IN LONDON.

Tokyo, May 21st.

Baron Komura is appointed to succeed Viscount Hayashi as Japanese Ambassador in London.

THE OPENING OF MANCHURIA.

Tokyo, May 21st.

A State Council is to be held on Tuesday, attended by the five Elder Statesmen, the principal Ministers, and General Baron Kodama (Chief of the General Staff). It is to discuss the post-bellum arrangements connected with Manchuria, the Premier's recent tour there, and the expediting of the Open Door in Manchuria.

Tokyo, May 22nd.

The State Council this afternoon, to discuss the steps for opening Manchuria to foreign trade, was attended by the five Elder Statesmen, the Premier (Marquis Saionji), the Ministers of

War (Lt.-Gen. Toranichi), Marine (Vice-Admiral Sakai) and Foreign Affairs (Viscount Hogo), General Baron Kodama, General Viscount Kato, (the late Premier), and Admiral Yamamoto.

THE GERMAN AMBASSADOR AT TOKYO.

Tokyo, May 21st.
The German Ambassador (Baron Munster) is to present his credentials on Tuesday.

RECEIVED IN AUDIENCE.

Tokyo, May 21st.
Major-General Bethell, lately commanding the troops in North China, is to be received in audience on Wednesday by Their Majesties.

THE MINISTERIAL EXODUS.

Peking, May 20th.
Mr. Uchida, Japanese Minister, left here yesterday for home.

THE CONTROL OF THE CUSTOMS.

Tokyo, May 19th.
The British Charge d'Affaires, (Gen. Hon. M. J. D. Carnegie) is communicating with the Ministers of the United States and Japan in regard to the appointments to the Customs, in respect of which Russia and Germany are also reported to be concerting action.

May 20th.

At the conference of the Diplomatic Body yesterday it was decided that China's answer to the protest made by Great Britain and America was unsatisfactory. However, as Great Britain has made another protest, the Conference dissolved, having decided that no further step shall be taken until China's further reply is received.

THE RUSSO-CHINESE NEGOTIATIONS.

Peking, May 19th.
The Russo-Chinese negotiations are making hardly any progress in consequence of the heavy demands made by Russia and the fact that the Waiwupu is overwhelmed by other important matters which have arisen lately. No article of the Treaty has yet been settled.

THE JAPANESE FOREIGN MINISTER.

Tokyo, May 19th.
Viscount Hayashi, lately Ambassador in London, has been appointed Foreign Minister.

THE BRITISH AMBASSADOR HONOURED.

Tokyo, May 19th.
Sir Claude Macdonald, British Ambassador, was received in audience and afterwards entertained to a dinner by the Emperor and Empress, an unprecedented distinction.

THE "ROON" REFLOATED.

Tokyo, May 19th.
The N.D.L. s.s. *Roon* was refloated last evening by the salvage vessel *Tora Maru* and the German cruiser *Hammer*, and left for Nagasaki. The Japanese torpedo gun-boat *Tatsuta* also assisted in the operation.

May 22nd.

The N.D.L. s.s. *Roon* will be docked at Nagasaki to-morrow. The repairs will require a month.

RAILWAY PROGRESS IN CHINA.
Tokyo, May 20th.
There is a national celebration at Nanyang today on the total mileage of the railways in Japan reaching 5,000 miles.

TOUR OF THE SIAMESE PRINCE.

Tokyo, May 20th.
Prince Nakomehachi of Siam has arrived at Seoul.

MR. STEWART LOCKHART.

Chinofu, May 22nd.
Mr. J. Stewart Lockhart, C.M.G., Commissioner of Weihaiwei, arrived on the 18th inst. and has been entertained by H.E. Yang Shih-hang, the Governor, in the Li Hung-chang Memorial Temple. The British community here were invited to meet him at a banquet on Saturday and again to-night.

Last night members of all nationalities were invited to meet him at a Chinese feast, followed by theatricals.

Mr. Lockhart leaves to-morrow.

THE DEATH OF A JOURNALIST.

Tokyo, May 22nd.

Mr. Thomas Cowen died last night. The *N.C. Daily News* comments:—Mr. Thomas Cowen, whose death is announced at Tokyo, was well-known in many parts of the East as a capable but somewhat unfortunate journalist, whose undoubted literary abilities allied to a sounder judgment might have carried him farther to success. Independent in thought and in action to the extent of rashness he was apt to be carried away by the enthusiasm of the moment, but he was well liked by those who knew him best. For a time he edited the *Shanghai Daily Press* which he made a very bright and readable sheet. During the war he acted as a correspondent with the Japanese forces for the *Daily Chronicle*, and his book, one of the earliest to appear, gave a very clear if a somewhat superficial account of the operations down to the battle of Liaoyang. Mr. Cowen came of the Newcastle family long connected with journalism, and two of his brothers have been engaged in newspaper work in the East, one of them, Mr. John Cowen, being the Editor of the *China Times* of Tientsin.

THE PEKING POLICE.

CHINESE OR JAPANESE CONTROL.

According to a Tokyo dispatch, the Chinese Government appears to stand very firm to its decision to recover the control of the police administration in Peking, which is at present entrusted to the Japanese authorities. The negotiations now proceeding and carried on by Mr. Uchida, Japanese Minister in Peking, for the renewal of the contract have little prospect of success, says the *Japan Chronicle*.

From bitter experience of the outbreak of the Boxer disturbance, continues the dispatch, the Powers place no confidence whatever in the Chinese police administration, and feel more confidence when the duty is entrusted to the Japanese, having raised no objection whatever to the arrangement. If the Chinese Government determines to discontinue the present system, the Powers will certainly not remain passive, and the administration of the Peking police will undoubtedly be undertaken by the joint action of the Powers. In that event the Chinese Government will have to face far more difficulties than now arise in entrusting the administration to the Japanese Government. When these circumstances are known, it is believed that the Chinese Government will yield to the Japanese demand for a renewal of the present arrangement.

EXPERIENCES IN SAN FRANCISCO.

INTERVIEWS ON BOARD THE "MONGOLIA."

"You have just come from San Francisco?"

"Yes," was the laconic reply given by one of the officers on the s.s. "Mongolia" yesterday at the opening of the conversation between him and a representative of the Daily Press. As is

perhaps known, that vessel is the first to reach Hongkong from the Californian capital since the terrible disaster which befell the city last month.

"What was the town like?"

"Oh, a barren, burnt wreck, only a remnant of what it once was."

"You were there at the time of the earthquake?"

"Yes, but I didn't take much notice of it. You see, I was asleep at the time. It was about five o'clock in the morning. I was awakened by something, and when I asked what was the matter they told me it was an earthquake. When I turned over and went to sleep again. When I rose to go on duty at eight o'clock I was surprised to see clouds of smoke coming from the city and big buildings ablaze. A little later I had occasion to go ashore to get some things left in a hotel in the centre of the city, but I soon realised that I could not go by the ordinary routes, as buildings had collapsed and streets were a mass of fire and smoke. I got round by the wharves and many of these were crumpled up. However, I got to the hotel and procured a few of the things that had been left, but messengers wanted \$20 to go to the ship. I had to leave most of the things I had intended to take away."

"\$20? That was a big price."

"Yes, but they could command any money at that time. You can understand the difficulties of going through the city when I tell you that it took me over five hours to get back to the ship. It was an awful time. People were running about quite crazy, though being on the ship most of the time I did not see the worst sights. We took about three hundred homeless people, mostly employees of the Company, on board, and sheltered them for five days."

"Other ships would do the same, I suppose?"

"Yes, I saw a good many people rush from the city on board the vessels lying at the wharves. Most of the vessels afterwards anchored a little from the shore."

"Why?"

"Well, it was safer. Some of the ships at the wharves were turned over by the earthquake."

"And how did the townspeople who escaped fare?"

"At first they could not get food for love or money, but after a day or two relief came from the Government established relief camps, supplying the people with tents and provisions. A family of six would get two tents, while everybody had to live up at the stores where the food was dealt out to them."

"The buildings in Frisco were not very high, that is for an American city?"

"No, they were not so high as you would find back east. The average was about four or five stories. The high buildings such as the Call office and others were what you would call show buildings. I'll tell you a curious thing that happened at one of the hotels. The first three storeys collapsed, killing about 75 people, but the fourth story did not right on the street and the people were able to climb out by the windows. Yes, you would see buildings knocked into the most fantastic shapes. For instance, I noticed one hotel where the first two storeys were leaning at an obtuse angle from the ground and the story above sloped from the second story at an acute angle. When I came along I noticed the railroad track standing up in the air and twisted in the most extraordinary manner."

"What about the looting that was said to have taken place?"

"That was disgraceful. As you know, martial law had to be proclaimed and there were many curious experiences in consequence. Supposing you were walking along the street, you might happen to come to a place where a building had collapsed and the bricks had fallen into the street. A soldier would stop you and order you to throw the bricks into the river. And you had to do it. No one attempting to argue with a man standing over you with a loaded gun. Why, two of our officers were detained for hours one day, having been stopped at a place that and compelled to shift bricks. Another of our men had gone with his wife up into the country and was sleeping in the open air. He was awakened some time in the morning by a prod in the ribs and on opening his eyes looked up into the muzzle of a gun, behind which was a soldier, who said "Get up." "All right," was the response, "wait a minute." "No, can't wait any more. Must get up now. I want you." So without further discussion the man rose and followed the soldier down the hill. At the foot he was given a belt and a revolver and told to keep watch at that particular place and if anybody came along to take them up to the officer on duty on the hill. He did so and commanded a number for service of a similar nature. Of course many people didn't like it. Still it mattered not what their rank or position was, they were all pressed into the service. I have mentioned already that the Government introduced relief measures. They accommodated the people in camps. At one place it was necessary to dig a trench and the soldiers brought along a number of Japanese and lined them up, preparatory to being instructed as to what they were to do. One Japanese made a great fuss over it. He was not going to do any spade work, but one of the soldiers picked him in the rear and he was glad to fall in with the others. After he had been digging some time he came out of the trench and pulling a notebook from his pocket wrote something thereon, asking that the message might be conveyed to the Japanese Consul. This was done and that official arrived in response. When he saw the

gentleman who had protested so much, he informed the soldiers that he was a most influential man and very wealthy. But this did not appeal to the soldier, who asked the Consul if he had finished his speech; and on receiving an answer in the affirmative, told him to get down into the trench with the others. That shows you that everybody was treated alike."

"There were a good many criminals loose?"

"Yes. The goal was destroyed and a lot of crooks got free. They were dealt with very severely. If anybody was caught stealing they were shot on the spot without warning. The soldiers would ask you three times to work and then if you refused you would be shot. But with crooks it was different. I saw one man who had been shot at an automobile works. They had pinned on to his clothing a paper with the words "Crooks, take notice. Thieves will be shot." That was allowed to lie on the streets for about four days, until the body was black."

"Was the fire extinguished by the time you left?"

"Yes, but many of the buildings which had collapsed could not be touched. The bricks were so hot that the place was like an oven. For instance, the vaults of the banks where they had all their money could not be touched for weeks until the place had properly cooled and the gases which had accumulated had escaped. I should have told you of one experience on the night of the earthquake. I went ashore and went up to a saloon. The fellow behind the bar was giving out beer, but I wanted whisky and asked him for some. He replied "Come round and help yourself. This isn't my saloon. I don't know whose it is; take what you want."

"I did, and there were scores of other people doing the same."

"What are the Government doing at present?"

"They are putting up temporary structures of corrugated iron. The people will be temporarily accommodated in these and before the summer is over better dwellings should be ready for them."

TYPHOON WARNINGS.

A telegram from the Manila Observatory despatched at 3 o'clock on Friday was forwarded to us by Mr. A. P. Wilder, U.S. Consul General. It read:

"Typhoon moving to San Bernardino Strait. The Manila Observatory at 10 a.m. on Saturday notified the American Consulate as follows:—Typhoon close to and approaching Luzon near parallel 15, moving to N. W. at present."

LOSS OF LIFE AT SAN FRANCISCO.

WAS IT HUNDREDS OR THOUSANDS?

Mr. J. Gordon Smith, writing on April 22nd to the N.C. Daily News from the ruined city of San Francisco, again discusses the thought that the death toll was exaggerated. He concludes a long letter as follows:

"The troops held the city under strict martial law, troops of infantry and squadrons of cavalry patrolling the streets and keeping the sections that had not been burned. The patrolling soldiers shot many looters. A pitched battle occurred with a number of thieves who attempted to loot the mint in the excitement attendant to the disaster. A policeman named Meyers and fourteen thieves were killed. Many ghazals were killed, being shot immediately. One convict was captured with six fingers in his pocket, each wearing a ring and obviously out from victims; he was shot at once. A lieutenant who had the man searched turned to the sergeant of the squad, saying: "Shoot this man." The sentence was quickly carried out."

"The Barbary Coast on the waterfront held a horde of vicious and criminal persons and they waited out early to rob and loot the burning stores. Many were shot down. One case was reported of a woman jumping to death from a three-story window; a ghost noticed three diamond rings on her finger and was in the act of cutting off the finger when a soldier came and shot him. Some instances were also reported of men in the military, particularly some cadets from Berkeley College who were named to the press. One man was shot down while entering his own house, being mistaken for a looter. H. C. Tilden, of Governor Pardee's staff and a member of the Relief Committee, was shot because he did not stop his automobile when called upon by soldiers to do so. P. Riordan, who was taking a bottle of whisky to his injured father, was stopped by soldiers and ordered to throw the bottle away; he refused and was killed. Another man tried to get through the ranks of the soldiers to reach his wife who was also killed. It is estimated that over 100 persons were shot by the troops."

"The loss of life, I have not the slightest doubt, will total 3,000 in San Francisco and other cities of California, and the property loss will be immense. In San Francisco alone it will total at least \$400,000,000."

A STRANGE TRAGEDY IN KWANG-TUNG.

It is well known that the Chinese, and especially Chinese women, are led to commit suicide by the slightest provocation, and indeed often without any real provocation at all. The papers to hand yesterday tell us that a remarkable suicide or batch of suicides occurred a few days ago. What exactly was behind the foolish act does not seem very clear, or if it be, it is kept in the background as far as the public are concerned. At a place called Taikuan in the Panyue district close to Canton, no less than seven human beings tied themselves together and then hung themselves into a pond of a garden connected with the house where one of them resided. Not long since we recorded a batch of suicides of the same nature, where several young married women tied themselves together and killed themselves rather than return to their husbands, who in some cases were believed to treat their wives very cruelly. Here, however, no motive is assigned to explain the deed, and the fact that there is a man and also a very young maiden among the suicides makes the mystery all the more puzzling. At first the father of the man who took his life refused to have anything to do with the deed, but, and discretion was the better part of valour and to evade a scene and much trouble he at last consented to take the corpse and give it a proper Chinese burial.—N.C. Daily News.

N. D. L. ANNUAL REPORT.

The annual report of the Norddeutscher Lloyd Shipping Co., dated April 5th, 1906, for 1905, has reached us. It records a satisfactory increase of business, permitting an extra dividend of three and a half per cent. to be added to the normal four. The passenger traffic was particularly brisk, the steamers to and from the Far East never failing to have full passenger lists. The *Prinz Ludwig*, built for this service, makes her first trip in August; she is a sister ship to the *Prinz Eitel Friedrich*. There was also plenty of freight both ways, this traffic alone being sufficient to return a handsome profit on the Far Eastern service of the Company. As may be seen from the financial statement appended, the net profit for the year was M. 11,059,250.25.

Der in Jahre 1905 erzielte Betriebsergebnis lautend nach Aufw. M. 33,018,830.50
Vortrag aus 1904 " " 10,484.80
M. 33,029,315.30

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Derin dem Jahre 1905 erzielte Betriebsergebnis lautend nach Aufw. M. 33,018,830.50
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M. 33,029,315.30

THE CUSTOMS APPOINTMENTS.

The N.C. Daily News understands that as a result of the protest made by the foreign Ministers in Peking against the recent appointment of their Excellencies Tsh Liang and Tang Shao-yi as High and Vice-Imperial Commissioners, respectively, of Customs, the Emperor has issued a rescript to the effect that the new appointments are not to go into effect for the present.

In dealing with this subject the *Shantung Shin Pao*, the Japanese organ in Peking, writes: "The appointment of Tsh Liang and Tang Shao-yi as Director General and Co. Director General of the Imperial Maritime Customs was due to the suggestion of the former official supported by the Board of Revenue and the Council of Finance. Ever since Tsh Liang's appointment to the Board he has been seeking to organize it on European and Japanese lines so that the finances of the whole country may be under the Board of Revenue. The first step was the creating of a uniform currency [which has not yet been achieved, Ed.] and the control of all the mints, and the taking over the administration of the Customs is the second step. Sir Robert Hart has rendered invaluable services for China and the Government once acknowledged this, as may be seen in the dispatch of the Tientsin Yamen to the foreign Ministers in the 25th year, in which they state that should the I. G. wish to resign they will not allow him to do so until he has been replaced. Now this appointment is made without the knowledge of Sir Robert. Is it thus that the Government rewards his services? The Customs Service has been given security for the Boxer Indemnity. If the control of affairs is taken away from Sir Robert, Hart the Powers will have to appoint their own representative to watch the finances, which will only complicate matters for China."

INTERESTING HISTORY.

Mrs. Stephen George Henry, the first white woman who landed in Victoria, Australia, died on the 3rd of February at Hamilton, Victoria, at the age of 90. Mrs. Henry was born at Stokebury, Yorkshire, the daughter of Captain Walter Henry, of the East India Company, and was with him on his voyage to Western Australia in 1822. At the age of 20 she was married to Mr. Henry, a Swan River pioneer, afterwards a member of the Legislative Council. Shortly after their marriage Mr. and Mrs. Henry left in a vessel of 60 tons burden, called the *Sally Ann*, which Mr. Henry purchased with the object of sailing to join his brothers in Portland. They next to Tasmania, and sailed back to Portland, arriving in the early morning of Sunday night, in June, 1824. Mrs. Henry was carried ashore through the surf by a sailor, and this primitive disembarkation resulted in the foot of the first white woman stepping on Victorian soil. The party at this time were dependent upon themselves for supplies from Tasmania, as well as for protection from the natives, who were very hostile, and the runaway prisoners who visited the whaling establishment. In August of the same year Major Mitchell and his party came down through Victoria, and were surprised to find the party comfortably settled at Portland, where, in August, 1827, Mrs. Henry's eldest son was born—the first white male native of Victoria. Mrs. Henry was personally acquainted with all the Governors of Victoria, from Charles La Trobe, to Sir Reginald Dalrymple.—*Japan Mail*.

A MARRIAGE PROPOSAL.

PRESUMPTIVE SON-IN-LAW'S LETTER.

The following is an exact copy, from an up-country paper, of a letter signed "A Dutiful Son-in-law," received by a Hindu father asking for the hand of his daughter.

Dear Sir:—It is with a fluttering penmanship that I write to have communication with you about the prospective condition of your daughter's offering. For some remote time to past, a secret passion has been burning in my bosom internally with love for your daughter. I have navigated every channel in the magnitude of my extensive jurisdiction to cruelly soothe the growing love which is being consumed in my within side, but the humid hand of affection trimmed by Cupid's productive hand still nourishes my love-sickened heart. Needless would it be for me to numerically enumerate the great configuration that has been generated in my head and heart. During the region of righteousness my intellectual crucible has been engendered in thoughtful attitudes after my beloved consort, a celestial chambermaid has been the infirmity which has besieged my now degenerate constitution. My educational capabilities have abandoned me, and here I now cling to those lovely long tresses of your much coveted daughter like a marine ship wrecked on the rock of love. As to my scholastic acquirements, I was recently ejected from Calcutta University, I am now maddening and will make a worse son-in-law than even the devil himself. I am of a lucky and original lineage and of independent income and hoping that having debate this proposition to your pregnant mind, you will condescend to corroborate in expounding your female progeny to my tender bosom and thereby acquire me into your family circle.—*Indian Daily News*.

ANGLO-GERMAN STEAMSHIP COMPETITION.

THE POSITION OF THE HANSA COMPANY.

In reference to the article recently appearing in the *Pail Mail Gazette*, and much quoted in the East, the London agents of the Hansa Company write as follows to that journal:—

"Will you kindly permit us to inform you that the Hansa S.S. Company of Bremen is not, and never has been subsidised by the German Government. The German line of steamers which receive subsidies was specially named in the B. port from the Select Committee on Steamship Subsidies to be printed by the House of Commons on December 3, 1902."

"You also make mention in your article of a company in which the Hansa Company are a controlling share. Please note you are misinformed regarding this, as the Hansa Company have no shares whatever in any line of steamers running from the United Kingdom either to India or elsewhere. A list of shareholders in any limited company can always be seen at Somerset House."

"The present disturbance in the Indian trade was not originated by the Hansa Company, but by the P. & O. and British India Companies retiring from their agreement with our friends, and attacking their lines from Antwerp to India."

"The Hansa Company's steamers commenced running in 1888, and it is well known in the City that the trade has since been developed by them and defended against a great deal of competition. In their endeavour to capture the Hansa Company's trade the above two mail companies have been, and are still, carrying cargo from the Continent to India at lower rates than they will accept for British goods, the P. & O. Co. more especially being able to do this through the heavy subsidy which they receive from the British Government."

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-04) \$38.00

4 CARTRIDGE (23-15-04) \$60.00

LONG, HING & CO.

No. 17, QUEEN'S ROAD.

BEIERSCH-DIERBROUWERIJ
"DE AMSTEL"
AMSTERDAM

ABSOLUTELY
FREE
FROM
SEDIMENT.

PASTEURIZED
EXPORT
PILSENER
BEER.

Per Case 4 Doz. Quarts ... \$16.50
" 6 " Pints ... 4.15
" 1 " " ... 16.50
" 1 " " ... 2.75

SOLE AGENTS:

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

(TELEPHONE No. 135.)

THE TOYO KISEN KAISHA.

A curious story is going the rounds of the Tokyo press. It is this: The s.s. Company called the Toyo Kisen Kaisha, whose vessels ply between Japan and San Francisco, desired some time ago to purchase the five steamers of the Pacific Mail Company which ply on the same route, but the negotiations did not mature owing to the high price demanded by the latter company. Subsequently Mr. Harriman came upon the scene and offered to sell the steamers, whereupon the directors of the Toyo Kisen Kaisha took steps preliminary to raising a loan of twenty million yen in London and also sent Mr. Shiraiishi to the States to discuss details. But the meanwhile, American newspapers learned of the project and wrote a number of articles vehemently denouncing it as opposed to the interests of the nation. Mr. Harriman, therefore, instead of concluding the deal, made application to Congress for a subsidy, on the ground that his ships could not possibly compete with those of two companies which are in receipt of substantial State aid, as are the Toyo Kisen Kaisha and the Norddeutscher Lloyd. He declared that unless a subsidy were granted he would sell the steamers in his possession, and since nothing could be done pending the decision of Congress Mr. Shiraiishi went on to London where he had other business to transact. Thereafter Congress apparently refused the subsidy, for Mr. Harriman again opened negotiations with the Toyo Kisen Kaisha, and Mr. Shiraiishi again crossed to America. But now the San Francisco earthquake having occurred, the transaction had to be suspended. It is suggested that the offer to sell to the Japanese company may have been simply a manoeuvre for influencing public opinion in the States. Such is the story in brief. We can neither confirm nor deny it, but two remarks are obvious. One is that the Toyo Kisen Kaisha can scarcely have required twenty million yen to purchase five steamers, the kind now plying between Yokohama and San Francisco; the other that if Mr. Shiraiishi approached London financiers he must have learned that the laws of Japan as at present framed do not permit the hypothecation of steamers as security for a debt.—*Japan Mail*.

In reference to this report, the *Yokohama Specie Bank* has had an interview with the directors of the Japanese steamship company, and has elicited the following information. The Toyo Kisen Kaisha is now building three steamers at Nagasaki for the extension of their Pacific trade. At the same time, the company had an offer from Mr. Harriman, on the occasion of his recent visit to Japan to dispose of the "Manchuria," "Siberia," "China," "Korea," and "Japan," all vessels belonging to the Pacific Mail Company. Later negotiations were opened with Mr. Harriman with a view to purchasing the steamers, but as no satisfactory terms could be arranged Mr. Shiraiishi, the manager, was sent to San Francisco to conduct negotiations on the spot. When the proposed sale of the steamers became known to the American public, both the Press and politicians attacked Mr. Harriman and those concerned with the Pacific Mail for their alleged want of patriotism. Owing to this circumstance, negotiations were temporarily suspended, and Mr. Shiraiishi proceeded to London on business. Upon the opening of Congress Mr. Harriman asked the American Government for a subsidy for the Pacific trade, as the American vessels could not be expected to successfully compete with the German and Japanese lines, both of which are subsidised by their Governments. Mr. Harriman added that in the event of the rejection of his application he might be compelled to dispose of the steamers and the line to foreigners. For a time the Toyo Kisen Kaisha thought that they had been used merely as a tool by Mr. Harriman for obtaining a subsidy, but inasmuch as the transaction, if carried out, would prove very profitable, preliminary arrangements have been entered into with the London syndicate for the sale of 20 million yen in debentures, so that the funds will be available should the transfer be effected.

It having been again reported that Mr. Harriman had decided to dispose of these steamers, Mr. Shiraiishi was sent to San Francisco from London. No definite settlement has, however, been arrived at owing to the temporary disruption of business at San Francisco subsequent to the earthquake. It is known, however, that Mr. Harriman has declared that in the event of the subsidy being refused by the American Government, the five steamers referred to will be sold to the Toyo Kisen Kaisha. Probably, concludes our contemporary, no settlement will be come to until after the end of the present session of Congress.—*Japan Chronicle*.

LATEST STEAMER MOVEMENTS.

The P. & O. s.s. *Arctia* left Singapore for this port on the 25th instant, at 5 p.m. with the outward English Mail, and is due here on the 30th instant, about 10 a.m.

The I.C.M. s.s. *Zieten* left Colombo on Saturday, the 26th inst., a.m., and may be expected here on or about Wednesday, the 31st June.

The I.C.M. s.s. *Prinz Sigismund*, which left here on 2nd inst., arrived at Sydney, on Thursday, the 21st inst., 10 p.m.

The N.Y.K. s.s. *Iyo Maru* (European Line), left Singapore for this port on the 25th inst., and is expected here on the 1st June.

The N.Y.K. s.s. *Sanuki Maru* (European Line), left Shanghai for this port on the 26th inst., and is expected here on the 28th inst.

OUR PRICES HAVE BEEN REVISED

throughout on basis of prevailing high exchange. We supply only

PIANOS OF THE HIGHEST CLASS.

of great durability, and are entitled to claim for them greater excellence in every particular than any others offered in the Colony.

WE ARE THE ONLY FIRM

who have had long practical experience in Hongkong as

EXPERTS AND MANUFACTURERS

and our vastly superior knowledge is embodied in all Pianos we Manufacture or Import.

THE LATTER ARE PERSONALLY SELECTED AT THE FACTORIES, AND ARE THOROUGHLY PREPARED AND PROTECTED THROUGHOUT

against heat, damp, and vermin.

THE ROBINSON PIANO CO. LD.

BRANCHES FROM PENANG TO PEKING.

Hongkong, 20th May, 1906. 116

TYPEWRITERS CLEANED, REPAIRED, OVERHAULED

TYPING WORK UNDER TAKEN. Charges moderate. F. A. V. RIBBIE (late of the Hongkong Typewriting Bureau) 24, Queen's Road Central (Second Floor), Hongkong, 25th October, 1905. 119

TO LET

TO LET.
NEW "KINGSLERE" with Stables
entrances in both Kennedy and Mac
Donnell Roads.
For full particulars, apply to—
LINSTEAD & DAVIS,
Alexandra Buildings, 3rd Floor.
Hongkong 17th February 1905. 82

TO LET.

TO LET, AT ROWLOON.

NO. 4. LYBEMOON VILLAS. A Five
Roomed House, with joint use of Tennis
Court. Possession from 1st July next.
Apply to— "L. A. C."
Care of "Daily Press" Office.
Hongkong, 12th May, 1906. [1065]

BOARD AND RESIDENCE
FIRST-CLASS BOARD & RESIDENCE
 AT
 "BRAESIDE."
LARGE AND COMMODIOUS
RESIDENCE standing in its own

Reception Rooms, Large Airy and Well
Furnished Bedrooms, every home comfort. Fine
View of the Harbour; Terms moderate
Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road
(late of "Tang Yuen.")
Hongkong, 27th Jan., 1905. [43]

MRS. GILLANDERS
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 20th September 1905. 1673

NOTICES TO CONSIGNEES
OCEAN STEAMSHIP COMPANY,
LIMITED.
AND
CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.
CONSIGNEES per Company's Steamer

"IDOMENEUS."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd inst.

No Claims will be admitted after the Goods have left the steamer's Gudown, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

presented to the undersigned on or before the 1st June, or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd May, 1906. [9-10
NORDDEUTSCHER LLOYD BREME

IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.
THE Steamship
"PREUSSEN,"
having arrived, Consignees of Cargo and

exception of Opium, Treasure and Valuable are being landed at their risk, into the hazardous and/or extra hazardous Godowns at the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded under notice to the contrary be given before Noon


No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 30th May, at 9.30 A.M.

June, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undernigned.

NORDDEUTSCHER LLOYD,
MEYER & Co.,
Agents.

Hongkong, 24th May. 1906. 15



MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKIO.

which applies to all Branch Offices.
Al, ABC 5th Ed., Western Union Codes used.
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NAGASAKI, MOJI, KOBE, KARATSU,
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SOLE PROPRIETORS of Takashima,
Cchi, Shinnow, Namazuta and Kami-Yamada
Collieries, and also Hogo Colliery, which will
shortly be ready to produce on a large scale the

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.
T. MATSUKI, Manager, Hongkong,
[236 No. 2, Pedder Street.

SHIPPING.

ARRIVALS.

APENRADE, German str., 611, Gantard, 26th May. Pakhoi 2nd May and Hoihow 24th. General.—Jensen & Co.

ARCADIA, German str., 453, Th. Hildebrandt, 27th May. Shanghai 24th May. General.—Hamburg-America Linie.

CHONGKING, British str., 123, S. J. Patten, 27th May. Tientsin via Chifoo and Wei-haiwei 18th May. General.—Jardine, Matheson & Co.

DEVANONSK, German str., 1957, V. V. Benton, 26th May. Bangkok and Kohabang 19th May. Rhen and Moul. Norddeutscher Lloyd.

HAINAN, British str., 636, A. J. Robson, 27th May. Swatow 26th May. General.—Douglas, Lafrank & Co.

HONGKONG, French str., 712, A. Suzoni, 27th May. Haiphong and Hoihow 26th May. General. Pige and Bullock. A. R. Marty.

JASOS, Norwegian str., 19, G. Nelson, 26th May. Wuhu 19th May. Rhen.—Angard, Thomsen & Co.

KIST, British str., 3118, E. Robertson, 26th May. London, Antwerp and Colombo 7th April. General.—Nippon Yusen Kaisha.

KWANGSUNG, German str., 650, C. Jurgensen, 26th May. Haiphong 22nd May and Hoihow 24th. General.—Jensen & Co.

KONSHANG, German str., 19, G. Nelson, 26th May. Bangkok 14th May. General.—Mitsui & Co.

MONSIEUR, American str., 8750, W. P. S. Porter, 26th May. San Francisco 1st May and Shanghai 24th. Mail and General.—P. & O. S. N. Co.

PALMA, British str., 123, Cockman, 27th May. London and Singapore 22nd May. General.—P. & O. S. N. Co.

PETROBRAS, German str., 1267, L. Jorgensen, 27th May. Bangkok 20th May. Rhen.—Butterfield & Swire.

SHONKEI, Japanese str., 999, M. Nemoto, 26th May. Shanghai via Poochow, Amoy and Swatow 25th May. General.—Osaka Shosen Kaisha.

SHONKEI, Dutch str., 1290, Zaidelhardt, 26th May. Singapore 18th May. Sugar.—Chinese.

TRIUMPH, German str., 789, A. Hansen, 27th May. Hoihow 22nd May. Sugar.—Jensen & Co.

VANADIS, Norwegian str., 4991, O. Berntson, 26th May. May 26th May. Coal.—Order.

WILHELM, German str., 3012, Ph. Obenauer, 26th May. Kobe 21st May. General.—Mitsui & Co.

WUWU, British str., 26th May. From Canton.

YUKANG, British str., 123, D. A. King, 27th May. Wuhu 19th May and Chikiang 22nd May. General.—Jardine, Matheson & Co.

DEPARTURES.

CHIEF, British str., for Canton.

CHUYEN, Chinese str., for Shanghai.

FAUSANG, British str., for Canton.

KAIKONG, British str., for Amoy.

KIANG, British str., for Shanghai.

KWANGSUNG, British str., for Tientsin.

KWANGSUNG, British str., for Shanghai.

NIPON, Austrian str., for Bangkok.

PROMINENT, Norwegian str., for Bangkok.

RAAH, German str., for Bangkok.

RUBI, British str., for Manila.

SHAOHSING, British str., for Shanghai.

STRATHMORE, British str., for Pulo Laut.

SYNROW, British str., for Saigon.

YANGMOU, Korean str., for Kuchino.

YONGAMU, British str., for Manila.

ZWEISSA, British str., for Amoy.

May 27th.

BINE-THUAN, French str., for Saigon.

CHONGKING, British str., for Amoy.

DAIJI MARU, Japanese str., for Tamsui.

FOOKSANG, British str., for Cebu.

HAITAN, French str., for East Port.

HAITAN, British str., for Swatow.

NANSHA, British str., for Bangkok.

TEXTON, British str., for Bombay.

TERMON, American str., for Tacoma.

WONGKUI, German str., for Amoy.

SHIPPING REPORTS.

The British str. *Haitan* reports: Light S.E. wind, S.E. swell and generally weather.

The French str. *Chongking* reports: Light S.E. breeze and nasty swell, cloudy weather.

The British str. *Chongking* reports: For of the Promontory, heavy swell off the Saddle, light winds and blue weather with rain latterly.

The Dutch str. *Nippon* reports: Fine weather to Pulo Laut; then strong S.W.S. wind and heavy swell to Tamsui; afterwards strong N.E. to E.N.E. wind with rain and squalls and high N.E. sea to this port.

VESSELS IN DOCK.

APENRADE DOCK.—*Longue, Alta, Hford, Express of China, Prominent, Tak Hing, Cosmopolitan Dock, Lynebrook.*

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIC," Captain Carter, will be despatched for the above Ports on or about MONDAY, 28th inst. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 22nd May, 1906. [2]

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

"REANANIA," Captain von Hoff, will be despatched for the above Ports on WEDNESDAY, the 30th inst., at 4 P.M.

The steamer has splendid accommodation for passengers and carries a duly qualified doctor and stewardess.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 25th May, 1906. [114]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENMOHR," Captain Webster, will be despatched as above on or about the 4th June.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th May, 1906. [1105]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via USUAL PORTS OF CALL.	OCEANA	Brit. str.	—	W. Hayward, R.N.E.	P. & O. S. N. Co.	On 2nd June, at Noon.
LONDON & ANTWERP	BENMOHR	Brit. str.	—	Webster	GIBB, LIVINGSTON & CO.	About 4th June.
LONDON & ANTWERP via SINGAPORE &c.	PALAWAN	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	About 20th June.
LONDON, AMSTERDAM & ANTWERP.	DEUCALION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th June.
LONDON, AMSTERDAM & ANTWERP.	AJAX	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 3rd July.
LONDON, AMSTERDAM & ANTWERP.	PROMETHEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th July.
LONDON, AMSTERDAM & ANTWERP.	PINGUDY	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st July.
AMSTERDAM, LONDON & ANTWERP.	JASON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 6th June.
MARSEILLES, &c. via Ports of CALL.	CALEDONIAN	Ger. str.	k.w.	Gregor	MESSAGERIES MARITIMES	To-morrow, at 1 P.M.
MARSEILLES, HAVRE & HAMBURG	C. FERR. LAGIER	Ger. str.	k.w.	Meyerdiercks	HAMBURG-AMERICA LINE	On 1st June.
BREMEN, via Ports of CALL.	ARCADIA	Ger. str.	k.w.	Brähler	HAMBURG-AMERICA LINE	On 6th June, at Noon.
HAVRE & HAMBURG via STRAITS, &c.	ANDALUSIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERICA LINE	To-day.
HAVRE & HAMBURG via STRAITS, &c.	ACILIA	Ger. str.	k.w.	Schmidt	HAMBURG-AMERICA LINE	On 23rd June.
HAVRE & HAMBURG via STRAITS, &c.	RHENANIA	Ger. str.	k.w.	Schuelke	HAMBURG-AMERICA LINE	On 23rd June.
COPENHAGEN & BALTIC PORTS	CAMBODIA	Dan. str.	—	von Hoff	MELCHERS & CO.	On 12th July.
TRIESTE, &c. via SINGAPORE, &c.	TRIESTE	Aut. str.	—	D. Mistrorigo	SANDER, WIELER & CO.	Quick despatch.
GENOA, MARSEILLES & LIVERPOOL.	HYSON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 2nd June, P.M.
NEW YORK via PORTS & SUZ CANAL.	PATROCULUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th July.
NEW YORK via PORTS & SUZ CANAL.	SATURNUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th July.
NEW YORK via PORTS & SUZ CANAL.	ANGLO SAKON	Am. str.	2 m.	—	DODWELL & CO. LTD.	On 31st inst.
NEW YORK via PORTS & SUZ CANAL.	EMPEROR OF CHINA	Brit. str.	1 m.	—	SHAW, TOMES & CO.	Beginning of July.
NEW YORK via PORTS & SUZ CANAL.	ATHENIAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 27th June.
NEW YORK via PORTS & SUZ CANAL.	STENTON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th June.
VICTORIA (B.C.) & TACOMA via JAPAN.	LYEA	Am. str.	—	G. V. Williams	DODWELL & CO. LTD.	On 3rd July.
SEATTLE via SHANGHAI & JAPAN.	MINNESOTA	Am. str.	—	J. H. Rinder	NIPPON YUSEN KAISHA	On 12th June.
PORTLAND, OREGON via SHANGHAI, &c.	ARAGUA	Ger. str.	—	Ernst	PORTLAND & ASIATIC S.S. CO.	On 11th June, at Noon.
AUSTRALIAN PORTS via MANILA.	WILLEHAD	Ger. str.	1 m.	Obenauer	MELCHERS & CO.	To-morrow, at Noon.
AUSTRALIAN PORTS via MANILA.	WILHELM	Ger. str.	1 m.	Powell	BUTTERFIELD & SWIRE	On 30th inst.
SHANGHAI, KOBE & YOKOHAMA	EASTERN	Brit. str.	—	G. W. Cockman, R.N.E.	GIBB, LIVINGSTON & CO.	On 2nd June, at Noon.
SHANGHAI, KOBE & YOKOHAMA	PALMA	Brit. str.	—	—	P. & O. S. N. Co.	About 30th inst.
SHANGHAI, KOBE & YOKOHAMA	YAMATO	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	HINSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	OCEANIC	Brit. str.	—	Court	MESSAGERIES MARITIMES	About 28th inst.
SHANGHAI, KOBE & YOKOHAMA	HANGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	RHENANIA	Ger. str.	k.w.	T. Nemoto	HAMBURG-AMERICA LINE	On 31st inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	SHONKEI MARU	Jap. str.	—	W. W. Cooke, R.N.E.	OSAKA SHOSHEN KAISHA	About 31st inst.
SHANGHAI, YOKOHAMA & KOBE	ARCADIA	Ger. str.	—	—	P. & O. S. N. Co.	On 6th June.
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	Brit. str.	1 m.	—	MELCHERS & CO.	On 30th inst.
SHANGHAI, YOKOHAMA & KOBE	DAIJI MARU	Jap. str.	—	Sato	OSAKA SHOSHEN KAISHA	On 3rd June, at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	MAIDZURU MARU	Jap. str.	—	Morio	OSAKA SHOSHEN KAISHA	On 30th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	HAIMON	Brit. str.	2 h.	A. J. Robson	DOUGLAS LAFRANK & CO.	To-morrow, at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	PROMETHEUS	Brit. str.	—	Cornellison	DOUGLAS LAFRANK & CO.	On 5th June, at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	TAMING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, YOKOHAMA & KOBE	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 1st June, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	ZAFIRO	Brit. str.	—	R. Ridger	SHAW, TOMES & CO.	On 2nd June, at Noon.
SHANGHAI, YOKOHAMA & KOBE	RUBI	Brit. str.	—	E. Almond	SHAW, TOMES & CO.	On 8th June, at Noon.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.

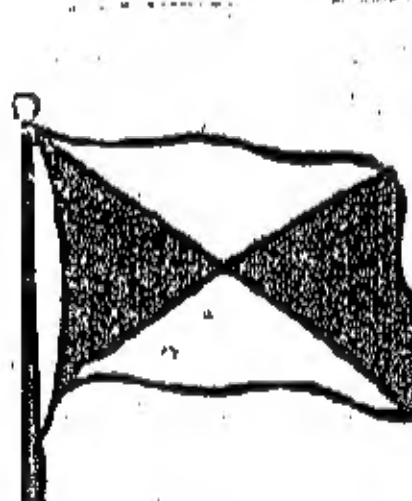
PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	RAIL	REMARKS
SHANGHAI, KOBE and (PALMA)	YOKOHAMA	Q. W. Cockman, R.N.E.	About 30th May	Freight only.
SHANGHAI	ARCADIA	W. W. Cooke, R.N.E.	About 31st May	Freight and Passage.
LONDON &c. via USUAL PORTS OF CALL.	OCEANA	W. Hayward, R.N.E.	Noon, 2nd June	See Special Advertisement.
LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	PALAWAN	A. F. Street	About 20th June	Freight and Passage.

For further Particulars, apply to.

E. A. HEWETT, Superintendent.

Hongkong, 26th May, 1906.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Ridger	Manila.	On 2nd June, NOON.
RUBI	2540	E. Almond	Manila.	On 8th June, NOON.

For Freight or Passage apply to

SHAW, TOMES & CO., GENERAL MANAGERS.

Hongkong, 28th May, 1906.



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via PORTS AND SUZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "ANGLO SAKON" ... About Beginning of July.

For freight and further information apply to

SHAW, TOMES & CO., GENERAL AGENTS

Hongkong, 6th April, 1906.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	DATE	TIME
SHANGHAI via POOCHOW	"HINSANG"	Monday, 28th May	4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 29th May	3 P.M.
SHANGHAI	"HANGSANG"	Tuesday, 29th May	4 P.M.
MANILA	"LOONGSANG"	Friday, 1st June	4 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 29th May, 1906.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days across the Pacific is the "EMPERESS LINE." Saving 3 to 7 days' Ocean Travel.

2 DAYS YOKOHAMA to VANCOUVER.

21 DAYS HONGKONG to VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.				
R.M.	PROPOSED SAILINGS.	(Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER
			Tons	
"EMPERESS OF CHINA"	6,000	...	WEDNESDAY, 30th May	... 20th June.
"EMPERESS OF INDIA"	6,000	...	WEDNESDAY, 20th June	... 11th July.
"ATHENIAN"	3,882	...	WEDNESDAY, 27th June	... 21st July.
"EMPERESS OF JAPAN"	6,000	...	WEDNESDAY, 11th July	... 1st Aug.
"MONTEAGLE"	5,500	...	WEDNESDAY, 18th July	... 11th Aug.
"EMPERESS OF CHINA"	6,000	...	WEDNESDAY, 1st Aug.	... 22nd Aug.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PACIFIC COAST LINE, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, ... via St. Lawrence 260; via New York 282.

Intermediate rates on Steamers ... 240, ... 242.

R.M.S. "MONTEAGLE," "TAKTAR," and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya, opposite Blake Pier.

[6]

GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,

"MINNESOTA" and "DAKOTA"

(EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:

"MINNESOTA," Captain J. H. RINDER, On TUESDAY, 12th JUNE, 1906.

"DAKOTA," Captain E. FRANCHER, On SATURDAY, 21st JULY, 1906.

Convey Cargo to the Pacific Coast, United States, and Canadian Overland and Common Points also Passengers to the United States, Europe, &c.

The Steamers are luxuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING, ROOMS, BARBER SHOP, DRESSING, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PALETS carried at low rates to all points of U.S.A. in connection with the Great Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the port Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For light or Passage, apply to

NIPPON YUSEN KAISHA, AGENTS.

Hongkong, 20th December, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI AND INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR OPERATION IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT NOON
"ARAGUA"	5,198	Ernst	June 11th, 1906.
"NICORDIA"	4,370	Wapmann	June 21st, 1906.
"NUMA"	4,370	Fahmmer	July 14th, 1906.

Through bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

Hongkong, 28th March, 1906.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, SUEZ, DIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"CALEDONIAN," Captain Gregor, will be despatched for MARSEILLES on TUESDAY, the 29th May, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Nera*, bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "SALAZIE" ... 12th June.

S.S. "OCEANIC" ... 26th June.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"AJAX"	On 31st May.
GLASGOW and LIVERPOOL	"MEMNON"	On 7th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 14th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st June.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 28th June.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 5th July.
GLASGOW and LIVERPOOL	"OANFA"	On 12th July.
GLASGOW and LIVERPOOL	"ASTYANAX"	On 19th July.

OUTWARDS.

FOR	STEAMERS	DATE
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 5th June.
LONDON, AMSTERDAM and ANTWERP	"DEUCALION"	On 12th June.
GENOA, MARSEILLES and LIVERPOOL	"HYSON"	On 19th June.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 26th June.
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 3rd July.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 10th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 17th July.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"STENTOR"	On 10th June.
HAMA	"OANFA"	On 17th July.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"KREMUN"	On 14th June.
	"TRUCER"	On 18th July.

For Freight, apply to
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 24th May, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	DATE
MANILA, NINGPO and SHANGHAI	"TAMING"	On 29th May.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAINAN"	On 30th May.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 24th May, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	On 3rd July.
SHAWMUT	9,896	K. V. Roberts	On 27th July.
TREMONT	9,896	T. W. Garlick	On 22nd August.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures vastness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to
DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 25th April, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE
TAMUI VIA SWATOW AND AMOI	"DAIJIN MARU"	SUNDAY, 3rd June, at 10 A.M.
ANPING VIA SWATOW AND AMOI	"MAIDZURU MARU"	WEDNESDAY, 30th May, A.M.
SHANGHAI VIA SWATOW AND AMOI	"SHOSHU MARU"	THURSDAY, 31st May, A.M.

* These Steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office

Second Floor, No. 1, Queen's Building,

T. ARIMA, Manager.

Hongkong, 26th May, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

STEAMERS	DATE
"SITHONIA" (For Cargo Only)	WEDNESDAY 6th June
"ROON"	WEDNESDAY 20th June
"PILSUSSEN"	WEDNESDAY 27th June
"ZETEN"	WEDNESDAY 4th July
"GNEISENAU"	WEDNESDAY 11th July
"HAYERN"	WEDNESDAY 18th July
"PRINZ REGENT LUITPOLD"	WEDNESDAY 25th July
"PRINZ RITTEL FRIEDRICH"	WEDNESDAY 1st August
"SACSEN"	WEDNESDAY 8th August
"PRINZ HEINRICH"	WEDNESDAY 15th August
"ROON"	WEDNESDAY 22nd August
"PRINZ LUDWIG"	WEDNESDAY 29th August
"SITHONIA"	WEDNESDAY 5th September
"ROON"	WEDNESDAY 12th September
"PRINZ LUDWIG"	WEDNESDAY 19th September
"SITHONIA"	WEDNESDAY 26th September
"ROON"	WEDNESDAY 3rd October
"PRINZ LUDWIG"	WEDNESDAY 10th October
"SITHONIA"	WEDNESDAY 17th October

ON WEDNESDAY, the 6th day of JUNE 1906, at Noon, the Steamship
"SITHONIA," Captain Bremer, with CARGO ONLY, will leave this port as above.

CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 4th June. Cargo and
Special will be received on Board until 7 P.M. on TUESDAY, the 5th June, and Parcel
can be received at the Agency's Office until Noon, on TUESDAY, the 5th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

Parcels should not exceed Two Feet Cubic in Measurement.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class	2nd Class	3rd Class
251 0 0	242 0 0	222 0 0
251 0 0	242 0 0	222 0 0

TO NAPLES, GENOA AND GIBRALTAR

TO SOUTHAMPTON, LONDON, BREMEN

AND HAMBURG

TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR

VIA BREMEN OR SOUTHAMPTON

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and
travelling to Bremen or Southampton overland the same rates to be applied as via Naples,
Genoa or Gibraltair, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

Interconnection of the VOYAGE IN EUROPE:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUJI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	DATE
"WILLEHAD"	TUESDAY, 29th May.
"PRINZ WALDEMAR"	TUESDAY, 26th June.
"PRINZ SIGISMUND"	TUESDAY, 24th July.

ON TUESDAY, the 29th MAY, at Noon, the Steamship "WILLEHAD," Captain
Obenauer, with Mail, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class	2nd Class	3rd Class
\$50.00	\$30.00	\$20.00
\$50.00	\$30.00	\$20.00

TO MANILA

TO NEW GUINEA

TO BRISBANE

TO SYDNEY

TO MELBOURNE

TO YOKOHAMA

TO KOBE

TO YOKOHAMA and back from KOBE

TO HONGKONG

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class	2nd Class	3rd Class
\$140.00	\$100.00	\$60.00
\$140.00	\$100.00	\$60.00

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer

TO EUROPE VIA AUSTRALIA AND AMERICA

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

SHANGHAI, NAGASAKI, ZETEN ... Wednesday, 6th June.

KOBE & YOKOHAMA ... PRINZ WALDEMAR ... Wednesday, 6th June.

YOKOHAMA and KOBE ... PRINZ WALDEMAR ... Wednesday, 20th June.

SHANGHAI, NAGASAKI, GNEISENAU ... Wednesday, 20th June.

KOBE & YOKOHAMA ... Wednesday, 20th June.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates—

1st Class	2nd Class	3rd Class
462. 0. 0.	36. 10. 0.	65. 0. 0.
462. 0. 0.	36. 10. 0.	65. 0. 0.

To London via Plymouth or Southampton

To Bremen

To Paris via Cherbourg

To Naples, Genoa via Gibraltair

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELOERS & CO., AGENTS.

Hongkong, 1st February, 1906.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE
LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	DATE
ARCADIA	HAVRE and HAMBURG	On 26th May Freight.
Capt. Hildebrandt	(Calling at Singapore, Penang and Colombo)	
C. FERD. LAEISZ	MARSEILLES, HAVRE & HAMBURG	On 1st June Freight.
Capt. Meyer		
ANDALUSIA	HAVRE and HAMBURG	On 20th June Freight.
Capt. Schmidt	(Calling at Singapore, Penang and Colombo)	
ACILIA	HAVRE and HAMBURG	On 28th June Freight.
Capt. Scholke	(Calling at Singapore, Penang and Colombo)	
REHENAIA	HAVRE and HAMBURG	On 12th July Freight & Passengers
Capt. van Hoff	(Calling at Singapore, Penang and Colombo)	

* Special attention of intending Passengers is drawn to the splendid accommodation of this
steamer. Saloon and cabin amidships. Lighted throughout by electricity. Duly qualified
doctor and stewardess are carried.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE

HONGKONG OFFICE, KING'S BUILDING.

REGULAR STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABAR
COAST).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DATE
"SATSUMA"	1st June
"SEIKI"	7th June
"WRAX CASTLE"	To follow

For Freight and further information, apply to
DODWELL & CO., LD., AGENTS.

Hongkong, 23rd April, 1906.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	Second half of May	JAPAN via SHANGHAI	Second half of May
TJILIWONG	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIPANA'S	JAVA	First half of June	JAPAN via SHANGHAI	Second half of June
TJILATJAP	JAPAN	Second half of June	JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands India ports on
through Bills of Lading.

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